

passenger compartment and result in injury to the crew and passengers, accomplish the following:

(a) Within 6 months after the effective date of this AD, replace the existing pressure relief valve in the potable water system with a non-adjustable, single setting valve, in accordance with Boeing Alert Service Bulletin 747-38A2105, Revision 1, dated March 2, 1995.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The replacement shall be done in accordance with Boeing Service Bulletin 747-38A2105, Revision 1, dated March 2, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 23, 1995.

Issued in Renton, Washington, on May 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-12444 Filed 5-23-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANE-07]

Amendment to Class E Airspace; Claremont, NH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace at Claremont Municipal Airport, Claremont, NH, to provide adequate controlled airspace for the new GPS Runway 29, Standard Instrument Approach Procedure (SIAP). This action will add an extension running easterly

from the basic radius of the Claremont, NH, Class E airspace that extends from 700 feet above the surface.

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT:

Joseph A. Bellabona, System Management Branch, ANE-530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7536; fax (617) 238-7596.

SUPPLEMENTARY INFORMATION:

History

On March 28, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by increasing the Class E airspace in the vicinity of Claremont Municipal Airport, Claremont, NH (60 FR 15885). The proposed action would provide adequate controlled airspace for the new GPS runway 29, Standard Instrument Approach Procedure at Claremont Municipal Airport, Claremont, NH, by adding to the basic radius of Class E airspace extending upward from 700 feet above the surface, airspace within 2 miles on each side of the 094° bearing from the Claremont Nondirectional Beacon (NDB) extending from the 5.5-mile radius to 15.3 miles east of the Claremont NDB. The proposed action would not affect that airspace within the Springfield, VT, Concord, NH, and Lebanon, NH, Class E areas.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments on the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation involves only an established body of technical regulations for which frequent and routine amendments are necessary to keep these regulations operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979; and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated

economic cost will be so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, the FAA certifies that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963, Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9b, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

ANE NH E5 Claremont, NH [Revised]

Claremont NDB

(Lat. 43°22'10" N, long. 72°22'16" W)

That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of the Claremont NDB; and within 2 miles on each side of the 094° bearing from the Claremont NDB, extending from 5.5-mile radius to 15.3 miles east of the Claremont NDB; excluding that airspace within the Springfield, VT, Concord, NH, and Lebanon, NH, Class E areas.

* * * * *

Issued in Burlington, Massachusetts, on May 10, 1995.

John J. Boyce,

Acting Manager, Air Traffic Division, New England Region.

[FR Doc. 95-12758 Filed 5-23-95; 8:45 am]

BILLING CODE 4910-13-M